

The China Mail.

Established February, 1845.

Vol. XL. No. 6648.

號三十一年四十八百八十一英

HONGKONG, THURSDAY, NOVEMBER 13, 1884.

日六月九申申

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

London—F. AGAR, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & CO., 30, Cornhill, GORDON & GOTCH, Ludgate Circus, E.C. HENDEY & CO., 37, Walbrook, E.C. SAMUEL DEACON & CO., 150 & 154, Leadenhall Street.

PARIS AND EUROPE—GALLIEN & PRINCE, 39, Rue Lafayette, Paris.

NEW YORK—ANDREW WIND, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally—BEAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAVAGE & CO., Square, Singapore. G. HENDEY & CO., Manila.

CHINA—MUNO, MESSRS A. A. DE MELLO & CO., Shadwell, QUELTON & CO., AMoy, WILSON, NICHOLLS & CO., Foochow, HEWITT & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & CO.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,500,000
RESERVE FUND, \$4,400,000
RESERVE FOR EQUIVALENT OF DIVIDENDS, \$400,000
RESERVE LIABILITY OF PRO-
PRIETORS, \$7,500,000

COURT OF DIRECTORS,
Chairman—A. P. MCKEEEN, Esq.
Deputy Chairman—Hon. F. D. SANDBORN,
C. D. BOTTOMLEY, M. GROVE, Esq.
H. HOPFNER, Esq.
H. L. DALMUYL, Hon. W. KEEWICK,
Esq.
W. H. FORBES, Esq. M. E. SASSOON, Esq.

CHIEF MANAGER,
Hongkong, THOMAS JACKSON, Esq.

MANAGER,
Shanghai, EVER CAMERON, Esq.,
LONDON BANKERS—London and County
Bank

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate
of 2 per cent. per annum on the daily
balance.

For Fixed Deposits—

For 3 months, 3 per cent. per annum.

12 " 5 per cent. "

12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities,
and every description of Banking and
Exchange business transacted.

Debtors granted on London, and the
chief Commercial places in Europe, India,
Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, August 25, 1884. 1423

NOTICE
RULES OF THE HONGKONG
SAVINGS BANK.

1.—The business of the above Bank will
be conducted by the Hongkong and
Shanghai Banking Corporation, on their
premises in Hongkong. Business hours
on week-days, 10 to 3; Saturdays, 10
to 1.

2.—The Assets of the Hongkong and
Shanghai Banking Corporation will
form a direct security for the repay-
ment of sums deposited in the above
Bank.

3.—Sums less than \$1, or more than \$250
at one time will not be received. No
depositor may deposit more than \$1,600
in any one year.

4.—Deposits may be on behalf of relations,
of trusts, &c., in addition to the deposi-
tor's own account.

5.—Persons desirous of saving sums less
than a dollar, may do so by affixing
a clean ten-cent stamp to a form to be
obtained at the Bank or at the Post
Office. When the form is presented
with ten clean stamps the depositor will
be credited one dollar.

6.—Depositors in the Savings' Bank having
\$100 or more at their credit may at
their option transfer the same to the
Hongkong and Shanghai Banking Cor-
poration on fixed deposit for 12 months
at 5 per cent. per annum interest.

7.—Deposits may be forwarded from the
Post Office by means of clean Hongkong
Postage Stamps of any value.

8.—Interest at the rate of 2½ per cent. per
annum will be allowed to depositors on
their daily balances.

9.—Each Depositor will be supplied gratis
with a Pass-Book which must be pre-
sented with each payment or with-
drawal. Depositors must not make
any entries themselves in their Pass-
Books, but should send them to be
written up at least twice a year, about
the beginning of January and begin-
ning of July.

10.—Covers containing Pass-Books, Reg-
istered Letters containing Stamps or
other Remittances, and generally, cor-
respondence to the business of the
Bank will, if marked "On Hongkong
Savings' Bank Business," be forwarded
free of Postage or Registration Fees
by the various British Post Offices in
Hongkong and China.

11.—Withdrawals may be made on demand,
but the personal attendance of the
depositor or his duly appointed agent,
and the production of his Pass-Book
are necessary.

12.—All documents connected with the
business of the Savings' Bank are
exempt from stamp duty.

For the
HONGKONG & SHANGHAI BANKING
CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, April 23, 1884. 715

WITH Reference to the above, BUSINESS
will be commenced on the
1st MAY, 1884.

For the
HONGKONG & SHANGHAI BANKING
CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, April 25, 1884. 716

Bank.

THE NEW ORIENTAL BANK
CORPORATION, LIMITED.

(Incorporated in London on 18th July, 1884,
under the Companies Act 1862, to 1883.)

LONDON BANKERS:

UNION BANK OF LONDON, LTD.

BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DE-
POSITS.

At 3 months' notice 3 ½ per annum.

6 " 4 ½ " "

12 " 5 ½ " "

Current Accounts kept on Terms which
may be learnt on application.

J. MELVILLE MATSON,
Manager.

Hongkong, September 15, 1884. 1556

Intimations.

NOTICE
ORIENTAL BANK CORPORATION
IN LIQUIDATION.

ALL HOLDERS OF NOTES of the
ORIENTAL BANK CORPORATION (HONGKONG BRANCH), are hereby
requested to present them to the Liquidator
of the Bank, when they will be given
in Exchange, a certificate of the value of
the Notes deposited.

HOLDERS of Notes will be required to
Furnish to the Liquidators of the Bank,
a schedule in duplicate, giving the date
of Issue, Number and Amount of each Note
produced.

Form of Schedule may be had on application
at the OFFICE of the ORIENTAL BANK
CORPORATION, Queen's Road, Hongkong.

For the
OFFICIAL LIQUIDATOR
OF THE
ORIENTAL BANK CORPORATION,
By his Attorneys,
J. MELVILLE MATSON,
H. HOWARD TAYLOR.

Hongkong, August 2, 1884. 1285

HOTEL DE L'UNIVERS,
WYNDHAM STREET, HONGKONG.

THE Undersigned begs to notify the
Public of Hongkong and the Coast
Ports that the HOTEL will RE-OPEN

THE HOTEL DE L'UNIVERS
on the 1st March.

The whole of the ROOMS have been
NEWLY FURNISHED throughout, and there
are ROOMS suitable for either MARRIED
Couples or SINGLES PERSONS.

The TABLE will be supplied with the
BEST the market can provide.

THE WINES and LIQUORS supplied,
both at the Bar and Table will be of the
VERY BEST BRANDS.

GENTLEMEN desirous of taking MEALS,
such as TIFFINS and DINTERS, can
have ALL REQUISITE information by
applying to

GEORGE STAINFIELD,
Proprietor.

Hongkong, February 28, 1884. 388

HONGKONG STEAM LAUNDRY
COMPANY, LIMITED.

CANCELMENT previous Notices, the
Company now propose COLLECTING and
DELIVERING CLOTHING, &c.,
ONCE A WEEK as follows—

On and after MONDAY, the 20th Instant,
COLLECTION will be made from
1 or WESTERN DISTRICT.

ON MONDAYS;

From the UPPER LEVELS of No. 2 or CEN-
TRAL DISTRICT.

ON TUESDAYS;

From the LOWER LEVELS of No. 2 or CEN-
TRAL DISTRICT.

On WEDNESDAYS;

And from No. 3 or EASTERN DISTRICT

On THURSDAYS.

DELIVERIES in each District will be
made on the corresponding days in the
succeeding week.

ALEX. BAIN,
Manager.

Hongkong, October 13, 1884. 1740

WILLIAM DOLAN,
SAIL-MAKER & SHIP-CHANDLER,
22, PRAYA CENTRAL.

COTTON DUCKS, HEMP CANVAS,
MANILA ROPE, AMERICAN
OAKUM, LIFE BUOYS,
COOK JACKETS,
&c., &c., &c.

Hongkong, May 1, 1884. 256

To the Editor of the "CHINA MAIL,"
Hongkong, 5th Nov.

DEAR SIR.—I beg to state that for the
non-delivery of the Australian mail brought
by the S. S. "Tetra" the Post Office is in
no way to blame.

Owing to an oversight on my part, the
mail bags were not delivered to the Post
Office until Monday afternoon.

I am aware that by this mistake I have
rendered myself liable to a fine of \$500,
and I apologize for my omission.

I remain, your obedient servant,

J. C. ARTHUR,
Master, S. S. "Tetra."

1881

For the
HONGKONG & SHANGHAI BANKING
CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, April 23, 1884. 715

WITH Reference to the above, BUSINESS
will be commenced on the
1st MAY, 1884.

For the
HONGKONG & SHANGHAI BANKING
CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, April 25, 1884. 716

For Sale.

FOR SALE.

A VERY LARGE ASSORTMENT OF
TENNIS BATS AND BALLS,
BY

AYRES, JEPPIERIES, FELTHAM, SLAZENGER and HARVEY.

BATS—Single and Double STRUNG, with CORK, CANE, or CEDAR
HANDLES.

'The Champion,'
'The Grip,'
'The Egyptian,'
'The Grand,'
'The Perfect,'
'The Pillar Strung,'
'The Alexandra,'
'The Renshaw,'
'The Demon.'

BALLS—The Regulation, 'The Perfect' (seamless), 'The Patent
Cemented.'

LANE, CRAWFORD & CO.

Hongkong, November 7, 1884. 1883

W. POWELL & CO.
VICTORIA HOTEL BUILDINGS, QUEEN'S ROAD CENTRAL.

EX STEAMSHIP GLENFRUIN.

A VERY CHOICE SELECTION OF LADIES' AND CHILDREN'S
TRIMMED AND UNTRIMMED
FELT HATS.

SPECIAL NOVELTIES IN SHOT SILK DRESSES.

NEW FEATHERS AND FLOWERS.

Hongkong, October 28, 1884. 1832

JUST LANDED, IN SPLENDID CONDITION,
ANOTHER CONSIGNMENT OF
OVERSTRUNG TRICHORD COTTAGE
PIANOS,

BY ROSENKRANZ.

Specially manufactured for this climate.

COMPLETE IRON FRAME AND TUNING PLATE
Unrivalled for Brilliance and Sweetness of Tone.

FINEST TOUCH.

PRICE for Cash, from \$230 to \$250.

On Hire, per month, from \$15 to \$20.

Special attention is called to the fact that after having
hired a Piano for 14 months, it will become without
further payment the property of the hirer.

INSPECTION SOLICITED.

THE CHINA MAIL

[No. 6648.—NOVEMBER 18, 1884.]

For Sale.

MacEWEN, FRICKEL & CO.
No. 53, Queen's Road East,
(OPPOSITE THE COMMISSEUR),
ARE NOW
LANDING FROM AMERICA.

TOPOCAN BUTTER.
Eastern and Californian CHEESE.
GODFISH, Boned.
Prime HAMS and BACON.
Eagle Brand Condensed MILK.
Family BEEF in 25 lb tins.
Beau Ideal SALMON in 6 lb cans.
Cutting's Desert FRUITS in 24 lb cans.
Assorted Canned VEGETABLES.
Potted SAUSAGE and Sausage
MEATS.
Stuffed PEPPERS.
Assorted SOUPS.
Richardson & Hobbin's Celebrated Potted
MEATS.

Lunch HAM.
Luncheon TONGUES.
Clam CHOWDER.
Fresh OREGON SALMON.
Dried APPLES.
TOMATOES.
SUGGOTASH.
Maple SYRUP.
Golden SYRUP.
Cracked WHEAT.
HOMINY.
HONEY.

FAIRBANKS' SCALES.

400 lb. Capacity.
600 lb.
900 lb.
1,200 lb.

K A I S A R - I - H I N D'
CIGARETTES
in crystallized Boxes of 100 at \$6.50
per mile.

SPORTING and RIFLE GUNPOWDER
in 1-lb Tins.

AGATE IRON WARE
INSERTION RUBBER.
TUCK'S PATENT PACKING.

HITCHCOCK HOUSE LAMPS.
PERFECTION STUDENT LAMPS.

LAWN BOWLS.

PAINTS and OILS.
TALLOW and TAR.
PITCH and ROSIN.

Ex late Arrivals from
ENGLAND.

A LARGE ASSORTMENT OF
S T O R E S,
including:

ALMONDS and RAISINS.
FRENCH PLUMS.
TAKEOTAC's DESSERT FRUITS.
JORDAN ALMONDS.

Fine YORK HAMS.
PICNIC TONGUES.
BREAKFAST TONGUES.
PATE DE FOIE GRAS.

Digby CHICKS.
Yarmouth BISCUITS.
Kippered HERRINGS.
Herrings in 14 SARDINES.

IRISH BACON in tins.
COCCOTINA.
VAN HOUTEN'S COCOA.
EPP'S COCOA.

SPARTAN

COOKING STOVES.
CLARETS—
CHATEAU MARGAUX.
CHATEAU LA TOUR, plts & quarts.
LES GRAVES,
BREAKFAST CLARET."

SHERRIES & PORT—
SAUCON'S MANZANILLA & AMON-
TILLADO.
SAUCON'S OLD INVALID PORT
(1848).
HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.
1 and 2-star HENNESSY'S BRANDY.
COUVONNIER'S BRANDY.
FINER OLD BOURBON WHISKY.
KIRK'S OLD WHISKY.
ROYAL GLENDEE WHISKY.
BOODLES' OLD TOM.
D. & J. BURKE'S IRISH WHISKY.
ROSE'S LIME JUICE CORDIAL.
NORLY PEAT & CO.'S VERMOUTH.
JAMESON'S WHISKY.

MARSALA.
EASTERN CIDER.
CHARTREUSE.
MARASCHINO.
CURACAO.
ANGOSTURA, BOKER'S and ORANGE
BITTERS.
&c., &c., &c.

BASS'S ALE, bottled by CAMERON and
SAUNDERS, pints and quarts.
GUINNESS'S STOUT, bottled by E. &
J. BURKE, pints and quarts.

DRAUGHT ALE and PORTER, by the
Gallon.
ALE and PORTER, in hogsheads.

SPICALLY SELECTED

C I G A R S.

Our
New Season's CUMSHAW TEA, in
5 oz. Boxes.

BREAKFAST CONGOU @ 25 cents p. lb.

MILNER'S PATENT FIRE-PROOF

SAFES, CASH and PAPER
BOXES, at Manufacturer's Prices.

Hongkong, August 15, 1884.

For Sale.

NOW PUBLISHED.
**BUDDHISM: ITS HISTORICAL,
THEORETICAL and POPULAR
ASPECTS,**
by
ERNEST J. EITEL, PH.D., TUBINGEN.
THIRD EDITION.
REVISED, WITH ADDITIONS.

Price, 1.50.
LANE, CRAWFORD & CO.,
Hongkong, August 20, 1884. 1398

FOR SALE.

**J U L E S M U M M & CO.'S
CHAMPAGNE,**
Quarts \$20 per Case of 1 dozen.
Pints \$21 " 2 "

Dubois Frères & Co. & Cie's
BORDEAUX CHÂTEAUX and
WHITE WINES.

Baxter's Celebrated 'Barley Bree'
WHISKY, \$7 per Case of 1 dozen.
GIBB, LIVINGSTON & CO.,
Hongkong, July 18, 1884. 1187

SEE WOO,

TAILOR, DRAPER & OUTFITTER,
No. 55, Queen's Road Central, Hongkong.
H A S N O W L A N D I N G, F O R S A L E:

A LL Kinds of AUTUMN and WINTER
A WOOLLEN CLOTHS.
DAMASK, REE, and CRETTONNES for
Curtains and Covering Furniture.
CHURCHY'S. Gentlemen's New Zephyr
Dab, Drab, and Brown FELT HATS.
All Sorts of Fancy and BLACK SILK
SCARVES, TIES, and DRESS TIES.
WOOLLEN WAFFLEPIES, Coloured and
WHITE GLOVES.

WOOLLEN and MERINO UNDER
SUITS and SOCKS.

Wool TABLE CLOTHS, NAPKINS,
SILK & COTTON HANDKERCHIEFS,
and TOWELS.

Best Kinds of TOILET PERFUMES
and SOAPS.

DAWSON'S BOOTS, SHOOTING BOOTS,
SHOES and TENNIS SHOES, &c., &c.

A T L O W P R I C E S.

Hongkong, October 26, 1884. 1806

N O W O N S A L E.

**A CHINESE DICTIONARY
IN THE
CANTONESE DIALECT,**
BY
Dr. E. J. EITEL.

CROWN OCTAVO, pp. '018.

HONGKONG, 1877-1883.

Part I. A-K. \$2.50
Part II. K-M. \$2.50
Part III. M-T. \$3.00
Part IV. T-Y. \$3.00

A Reduction of ten per cent. will be
allowed to purchasers of Ten or more copies.

This Standard Work on the Chinese Lan-
guage, constructed on the basis of Kanghi's
Imperial Dictionary, contains all Chinese
characters in practical use, and while alpha-
betically arranged according to the sounds
of the oldest dialect of China, the Cau-
tongue, it gives also the Mandarin pronun-
ciation of all characters explained in the
book, so that its usefulness is by no means
confined to the Cantonese Dialect, but the
work is a practically complete Thesaurus of
the whole Written Language of China, an-
cient and modern, as used over the
Empire, whilst its introductory chapters
serve the purpose of a philological guide
to the student.

A Supplement, arranged for being bound
and used by itself, and containing a List
of the Radicals, an Index, and a List of
Surnames, will be published and sold
separately.

LANE, CRAWFORD & CO.,
Hongkong, January 15, 1883. 151

H O N G K O N G

Ex late Arrivals from
ENGLAND.

A L A R M C O M P A N Y

including:

ALMONDS and RAISINS.

FRENCH PLUMS.

TAKEOTAC's DESSERT FRUITS.

JORDAN ALMONDS.

Fine YORK HAMS.

PICNIC TONGUES.

BREAKFAST TONGUES.

PATE DE FOIE GRAS.

Digby CHICKS.

Yarmouth BISCUITS.

Kippered HERRINGS.

Herrings in 14 SARDINES.

IRISH BACON in tins.

COCCOTINA.

VAN HOUTEN'S COCOA.

EPP'S COCOA.

C O O K I N G S T O V E S.

CLARETS—

CHATEAU MARGAUX.

CHATEAU LA TOUR, plts & quarts.

LES GRAVES,

BREAKFAST CLARET."

S H E R R I E S & P O R T —

SAUCON'S MANZANILLA & AMON-

TILLADO.

SAUCON'S OLD INVALID PORT

(1848).

HUNT'S PORT.

B R A N D Y, W H I S K Y, L I Q U E U R S, &c.

1 and 2-star HENNESSY'S BRANDY.

COUVONNIER'S BRANDY.

FINER OLD BOURBON WHISKY.

KIRK'S OLD WHISKY.

ROYAL GLENDEE WHISKY.

BOODLES' OLD TOM.

D. & J. BURKE'S IRISH WHISKY.

ROSE'S LIME JUICE CORDIAL.

NORLY PEAT & CO.'S VERMOUTH.

JAMESON'S WHISKY.

M A R S A L A.

EASTERN CIDER.

CHARTREUSE.

MARASCHINO.

CURACAO.

ANGOSTURA, BOKER'S and ORANGE

BITTERS.

&c., &c., &c.

S P A R T A N

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CURACAO.

ANGOSTURA, BOKER'S and ORANGE

BITTERS.

The London correspondent of the *Times* of *London* states that he hears the Liquidator of the Oriental Bank is making preparations to pay the first dividend of 10s. in the pound to depositors and creditors. Sufficient funds for that purpose have been collected and invested in easily realizable securities, and an official announcement may be looked for shortly.

About 1.30 this morning, when most of the members of the community were snoring peacefully in their beds, a fire broke out in a house in Siu Wo Lane, a narrow street running from the Praya West, near the P. and O. Wharf, up to Queen's Road West. The alarm bell was rung and in a short time the members of the Government Fire Brigade, with all their steam engines, under the direction of Mr. G. Horrocks, Acting Superintendent, and Mr. A. Falconer, Assistant Superintendent, were upon the spot. The Volunteer Brigade, also, mustered strongly, and the Sikkim Guild and Nam Pak Hong manuals were amongst the first engines on the ground, the Nam Pak men having the honour of being the first to get to work. Most of the steam engines were stationed on the Praya, the manuals taking up a position in the Queen's Road. The Harbour fire engine, the *Firefly*, lay alongside the Praya to render service, if required. Mr. Deane, Captain Superintendent of Police, with Inspector Grey, was present with a strong body of police to keep the ground clear. The house in which the fire started, No. 16, is situated about the middle of the lane and the fire had obtained a good hold before the engines were able to play upon it and before long the flames were found to have caught the houses on either side, Nos. 13 and 17. The hand being very narrow great difficulty was experienced in preventing the fire communicating with the houses on the opposite side, and the woodwork in the front of two of them was almost entirely destroyed. The lower part of No. 16 was used as a storehouse for mat bags and as the fire originated on the staircase in this part of the house the smoke and ascending flames prevented the residents of the first and second floors, which were used for dwelling purposes, from escaping by the usual way. They therefore got through a trap door in the roof to the neighbouring houses, but it is feared that one inhabitant of the top floor, a girl of 15 years of age, did not succeed in escaping, but perished in the flames. The father of the girl states that she is missing, and thinks that in the scramble in the dark to get out of the trap door, she must have been pushed down.

Within half an hour from the commencement of the fire the three houses, Nos. 13, 15 and 17 were enveloped in flame, the top floor of No. 16 bursting out most violently over and over again in spite of torrents of water which were poured upon it both from the front and back. It was believed that a quantity of some very inflammable material must have been stored there, as the water appeared, for some time, to have no effect upon it. There were by this time, however, ten hoses at work, each pouring a good stream upon the seat of the fire, and this soon had the desired effect. By about 2.30 the firemen, who had worked with a most laudable energy under most disadvantageous circumstances, had the fire well under control and an hour or so later all the engines but one, which remained to play upon the umbra, were able to return to quarters.

It was at one time feared that a large godown, situated behind the burning houses, and filled with saltpetre, would catch fire, but owing, probably, to a good strong party wall between the buildings, this was avoided.

The three houses themselves were completely gutted and some damage was sustained by the buildings opposite them.

The ground floor of No. 16 was full of mat bags and was rented by a well-to-do Chinese trader, who, it appears, had recently insured for \$2,000 in a German office.

The actual origin of the fire is not known, but it is believed that some one must have dropped a spark from a pipe or a light on the staircase or amongst the mat bags.

A search was made by the police this afternoon amongst the ruins for the remains of the missing girl, but nothing has as yet been found.

There is some reason for believing that Germany endeavoured to mediate between France and China a short time ago. The Paris correspondent of the *Daily News* telegraphed as follows on the 23rd October:

"The great news is the issue of the negotiations with Germany which have been going on during the vacation, and which may lead to a visit of Count Herbert Bismarck to Paris, and probably to a conference at Berlin. The Baron de Courteau, who hastens himself with having placed the flower safely out of the nettle danger, is now here to give a verbal account of what had passed between him and the German Chancellor, who is willing to use his good offices on behalf of France at Pekin, to support her in Egypt, and to let French merchants trade in all but the Anglo-Peruana part of the German possessions of Camerons, on the condition of reciprocally in the French colonies of West Africa. *Le Justice* says that the German receiver of customs in China, Herr Kleinwachter, is to be Prince Bismarck, and fix with him the sum which China can be reasonably asked to pay as an indemnity to France. At yesterday's Ministerial Council, this journal states M. Ferry justified to his colleagues the impossibility of declining Prince Bismarck's good offices, and greatly dwelt upon the Chancellor's amicable disposition towards France."

It will be observed the correspondent states that these negotiations might lead to

a visit of Count Herbert Bismarck to Paris. Now as a matter of fact, Bismarck telegraphed out on the 10th October that Count Herbert Bismarck was on a visit to Paris, and thus he had had an interview with M. Ferry. It is of course possible that Count Bismarck's visit may have had more to do with the *crisis de finance* in Egypt than mediation between France and China. It is stated that Herr Kleinwachter, German receiver of Customs in China, was to confer with Prince Bismarck in order to enable China's resources to be ascertained with a view to fixing the amount of indemnity she should be required to pay. Some time in the early part of the present year, Mr. G. Kleinwachter, consul in the Customs at Canton, proceeded to Europe from Hongkong. It is hardly fair, however, to consider the amount of indemnity on the basis of the resources of the country which is to pay it.

MELBOURNE, September 26.—An inquest was held to-day on the body of a youth named Smart, who drowned himself in the Yarra for the love of Miss Emily Melville. The evidence showed that the deceased was 16 years of age, and along with a letter (which seemed to indicate that he died because he loved Miss Melville too well) was a memo containing a list of oaths in which he had seen her act. The jury returned a verdict of suicide while of unsound mind.

ST. PETERSBURG, Sept. 28.—The *Journal de St. Petersbourg* to-day refutes the idea of a Franco-Russian alliance for the partition of China between France and Russia. The same journal refers to the statement recently made by a Paris paper that Russian diplomatic intervention in the Franco-Chinese difficulty would eventually be supported by military intervention. Such a contingency, says the senior official organ, is out of question, all the more so as no diplomatic intervention has yet taken place

nor even been solicited.

It will be very interesting to our readers to learn, says the *Singapore Free Press*, that "Thursday" mail His Excellency the Acting Governor received a letter from the Earl of Derby saying that he had been commanded by Her Majesty The Queen to transmit to him two volumes of the book "On Life in the Highlands from 1862 to 1872" bearing Her Majesty's autograph signatures. And that Her Majesty directed that the books should be placed in the Public Library as evidence of Her Majesty's interest in that Institution, and of her belief that this record would not fail to be appreciated by her subjects in the Straits Settlements. We hope that the Committee will have other copies for use, and will have these two volumes kept carefully. They each bear an inscription on the leaf before the title-page with the Queen's signature.

THE PARIS correspondent of the *Times* gives some interesting information respecting the formation of a French colonial army. A bill for this purpose was submitted to a meeting of the cabinet by General Camponen, the Minister of War, on the 2nd October:—

General Camponen's scheme would station 44,000 men in Algeria, give a reserve of 11,000 available for the repression of any rising there or in Tunisia, and leave 100,000 as a reserve for distant expeditions. This force would consist of battalions taken from the Foreign Legion, native African Tirailleurs, and eight new battalions of Zouaves. The cost, however, of this scheme would be millions for the first year, and 50 millions for subsequent years. It is not easy to see how, with the existing depression in the revenue, this additional expenditure could be met, and indeed a colonial army has been so long talked of that people will scarcely believe in it till it is actually formed.

THE COMING REGATTA.

Yesterday evening, a meeting of the rowing members of the Victoria Recreation Club was held in the Gymnasium to decide certain matters connected with next Regatta. There was a fair attendance. Mr. J. H. Stewart-Lockhart, the Hon. Secretary presided. The proceedings were commenced by the drawing of boats for the pair race, for which the Ladies' Pairs will be given this year, and the double sculls, one draw sufficing for both races. The entries were four in number, viz., Glass, Hughes, Rutter and Grimble. These races will be rowed in the new boats just sent out by Messrs. Scarle & Co. None of them have as yet received names, and they are at present only distinguished by the colour of the painted round them. The red-tined boat was drawn by Glass, who will have Goullard for a partner; the green by Hughes; light blue by Rutter, and dark blue by Grimble, whose partner will be Denison.

Boats were then drawn for the International Race, for which three crews have entered, representing Germany, England and Scotland respectively, with Messrs. Kultza, Hughes and Stewart as strokes. The Scotch had the right to choose their boat first, and they selected the *Leek*. The Germans chose the *Ast*, and the English have the pick of the remainder of the boats. The strokes made by our racing committee state that the International Race will be rowed in a boat decorated by their own national flower. The boats selected will be named for the occasion, and each crew will row in a boat bearing the flower of its nation.

The following is the result of the drawing in the Members' Cup, for which six strokes have entered,—*Victoria*, Grimble, Lee, Hughes, Rose, Kultza, Thiele, Stewart, Kortum, Goullard, Shimrock, Glass. The crews for this race will be picked out by the strokes. There are 25 entries for the German Cup. These will be arranged into crews by Mr. Trip.

After some discussion, the days for practising for the different events were arranged as follows:—

Monday Chairman's Cup.

Tuesday Members' Cup.

Wednesday American Cup.

Thursday Chairman's Cup.

Friday German Cup.

Saturday International Cup.

It will be seen from this that two nights are to be devoted to practising for the Chairman's Cup. We think that the crews for the International should have been allowed any advantage there might have been going

in the way of practising in preference to those entered for any other event. This race generally creates more interest among the public at large than any other, and the crews entered generally like to come to the post as fast as possible.

TRAINING.

The following extract, taken from the *Dictionary of Hygiene and Public Health*, by Alexander Wynter Blyth, should prove of considerable value to readers in general, and particularly to those who are but slightly acquainted with the art of training. No better systems of training than those in force at the two principal universities of England could hardly be found, and our local rulers need hesitate for a moment to adopt them:—

In training, the diet is almost exclusively meat, bread, and beer. Beef and mutton are the meats usually taken, and it is important that these not be overcooked. It is not necessary to exclude all the fat. Stale bread, potatoes, and a little green vegetable are allowed in conjunction. Pickles, sauces, &c., are to be prohibited, and sweets, pastry, and made dishes avoided. Small quantities only of fluids should be taken, and these sipped slowly to allow of absorption and thus satisfy thirst, without introducing a surplus amount into the stomach. Beer, light wines, tea, coffee, cocoas, barley-water and tea-water are the fluids usually recommended. Spirits are rigorously excluded, and water alone is looked upon with some suspicion.

The Oxford System.

A Day's Training for the Summer Race.—Rise about 7 a.m. A short walk or run. Breakfast at 8.30 of meat (beef or mutton, underdone), bread (one crust only), and porridge, or dry toast, and tea (as little as possible recommended). Dinner at 2 p.m. of meat (with the same as for breakfast), and no vegetables (a potato, however, not always adhered to), with one pint of beer. About 5 a.m. row twice over the course on the river, the speed being increased with the strength of the crew. Supper at 8.30 or 9.00 of cold meat and bread, with perhaps a jelly or water-cress, and one pint of beer. Retire to bed about 10.

A Day's Training for the Winter Races.

—Rise about 7.30 a.m. A short walk or run. Breakfast at 9, as for the summer races. Luncheon about 1. of bread or a sandwich, and half a pint of beer. About 2 row twice over the course. Dinner at 5, of meat, as for summer races; bread, vegetables, pudding (rice or jelly), and half a pint of beer. It is particularly impressed on men in training that as little liquid as possible is to be drunk—water being strictly forbidden.

The Cambridge System.

A Day's Training for the Summer Races.—Rise at 7 a.m. A run. Breakfast at 8.30 of meat (beef or mutton, underdone), dry toast, tea (two cups, or towards the end of training a cup and a half only), and water-cress occasionally. Dinner about 2, of meat (beef or mutton), bread, vegetables, potatoes, gravy, and one pint of (some) coffee, have baked puddings, jellies, or rice puddings. Dessert, oranges, biscuits, and fruit, with two glasses of wine. About 5.30 a row to the starting-post and back. Supper about 8.30 or 9.00 of cold meat, bread, vegetables—lettuce or water-cress—and one pint of beer. Retire to bed at 10.

A Day's Training for the Winter Races.

—Rise about 7 a.m. Exercise as for the summer races. Breakfast at 8.30, as for the summer races. Luncheon about 1. of bread or a sandwich, and half a pint of beer. About 2 row twice over the course. Dinner at 5, of meat, as for summer races; bread, vegetables, pudding (rice or jelly), and half a pint of beer. It is particularly impressed on men in training that as little liquid as possible is to be drunk—water being strictly forbidden.

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THE CHINESE ARMY.

By ARCHIBALD FORBES.

The curious old military organisation of the Chinese Empire, the inefficiency of which was convincingly enforced on the Chinese themselves by the war of 1860, and the head made by the Tai-ping rebellion, still, at least nominally, holds good, although the military reforms that followed on these events have relegated it into what in Western countries would be known as the second line of defence. China has now a drilled army of a kind; and her "Baronets," her "Army of the Green Standard," and her "Bravos," strong in numbers as they still are, need hardly be taken into serious account in an estimate of her military power. A few sentences will suffice to outline the character of these organisations, which it is indeed to be applicable one:—

The "Baronets" army is which, having its origin in the hunting field, and gradually crystallising into a standing army, followed the founder of the reigning dynasty from the Manchurian steppes, and now stand in the line of the Amur, and hold the Kuan-kiang Pass. There are no statistics obtainable determining exactly the numbers of the drilled troops in different parts of China; but the most recent estimate puts them at about 200,000 men. But although the forces organised and maintained by the two leaders Li and Tso are kept in efficiency, there is evidence that military reforms throughout the Empire generally have been more nominal than real. There may be a full recognition of the superiority of the European methods, but such is the perversity of national conceit that the people fail to see imitations of these methods carried into practice. Officers commanding drilled troops sometimes find it necessary to reserve the rifle equipment for civils within the barracks walls, and to display their men in public armed with matchlocks, spears, and bows. In the interior provinces, and away from the important centres of the coast and inland, the rank and file are in a state of complete disorder, and are not recognisable as an army. The Chinese army is not only nominally filled, but is in reality a mere collection of raw recruits who have been recruited from the villages and towns, and are not recognisable as an army. The Chinese army is not only nominally filled, but is in reality a mere collection of raw recruits who have been recruited from the villages and towns, and are not recognisable as an army.

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Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS.

NAPLES, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA;

BORDEAUX, LE HAVRE, DUNKIRK, LONDON AND ANTWERP.

TUESDAY, the 18th November, 1884, at Noon, the Captain's S. S. PEHO, Commandant Buzen, with MAIIS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London, as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 17th November. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Exchanges are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, November 6, 1884. 1879

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TORCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF NEW YORK will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 19th Instant, at 3 p.m. taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japanese Ports, to San Francisco, to Atlantic and Indian Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Bills of Lading issued for England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSENGERS.—Passengers, who have paid full fare, will be allowed a discount of 20% from Return Fare, if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Fright will be received on board until 4 p.m. on the 18th Instant. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passages and Freight, apply to the Agency of the Company, No. 60, Queen's Road Central.

F. E. FOSTER,

Agent.

Hongkong, November 3, 1884. 1852

Intimations.

The Overland China Mail.

SUBSCRIBERS to "The Overland China Mail" will be glad to learn that arrangements have been made for publishing that journal weekly in future instead of fortnightly as at present.

This change, which will be permanent, has been made simply to keep pace with the times. During the existing troubles in the Far East it is also of special importance that a weekly budget of China news should be prepared. Under the present arrangements political and commercial news, perhaps of the greatest interest, may be kept back for a fortnight. The change will not only be welcomed by subscribers at home, but also by those at the Coast Ports and in the interior, who find the Overland a more convenient form of newspaper for perusal than the daily journal. Practically the Overland will be a future weekly newspaper for the Far East, with special commercial news, and a special column of shipping and other information complete for the week. Various reports and other news will be given fully as they appear in the China Mail.

As the subscription will remain the same as hitherto (\$5 per quarter), the change will be made without additional expense to subscribers. Single copies will be sold for thirty cents, a reduction of 20 cents on the present price.

The attention of advertisers is directed to the weekly newspaper, which is circulated among old China "hands" and others both at home and in the Far East, who do not take the daily journal.

The Overland China Mail will be regularly posted as hitherto from the China Mail Office to subscribers, on their addresses being forwarded to us.

China Mail Office,

Hongkong, October 17, 1884.

WINTER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH

MORNING STAR

RUNS DAILY AS A FERRY BOAT between Peddar's Wharf and Tsim-Tsui-Tsui the following hours:—This Time Table will take effect from the 1st November, 1884.

WEEK DAYS. SUNDAYS.

Leaves K'loon. Leaves K'loon. Leaves H.K.

6.00 A.M. 7.00 A.M. 5.00 A.M. 7.00 A.M.

6.00 " 8.30 " 7.30 " 8.00 "

6.50 " 9.00 " 9.00 " 10.15 "

9.40 " 10.15 " 10.00 " 11.00 "

10.45 " 12.30 P.M. 1.00 P.M. 1.00 P.M.

12.45 P.M. 1.00 " 1.30 " 2.00 "

1.30 " 2.00 " 2.30 " 3.00 "

2.20 " 3.00 " 3.20 " 4.00 "

3.20 " 3.50 " 4.20 " 4.35 "

4.10 " 4.30 " 4.50 " 5.10 "

4.50 " 5.10 " 5.30 " 5.50 "

5.25 " 5.40 " 6.10 " 6.30 "

6.05 " 6.30 " 7.00 " 7.00 "

6.50 " 7.05 "

Hongkong Rates of Postage.

In the following statements and Tables the Rates are given in cents, and are for Letters per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged double, triple, &c., as the case may be, but such papers or packages of letters may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except bona fide Supplements. Printed matter may, however, be enclosed, but the whole be paid at Book Rate. Printed matter may be paid either as Newspapers or Books.

Commercial Papers signify such papers as though written by Hand, do not reflect the character of an actual or personal correspondence, such as invoices, deeds, copied notes, &c. The charge on them is the same as for books, but, whatever the weight of paper, it will not be charged less than 5 cents.

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers for Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 2 oz.

Cargo and Specie will be registered for London, as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 17th November. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Exchanges are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, November 6, 1884. 1879

2. The following cannot be transmitted:—Parcels insufficiently packed or protected, or liable to be crushed (as bandboxes, &c.) Opium, Glass, Liquids, Explosive substances, Matches, Indigo, Dyestuffs, Ico, Meat, Fowl, Game, Fruit, Vegetables, or whatever is dangerous to the Mails, or likely to become offensive or injurious in transit.

3. Parcels are as a general rule forwarded by Private Ship, not by Contract Mail Packet. To India they are forwarded by the P. & O. and Indian Mail Packets only, to Ceylon by P. & O. only. No responsibility is accepted with regard to any parcel, unless Registered, and then only to the amount of \$10.

4. The public are cautioned to not to confound these facilities with a "Parcel Post to Europe," &c., which does not exist.

It is necessary that the following rules be observed:

1. No Letter or Packet, whether to be registered or unregistered, can be received for postage if it contains gold or silver money, jewels, precious articles, or anything that, as a general rule, is liable to Customs duties.

2. The Regulation prohibits the sending of Patterns of dutiable articles, unless the quantity sent be as small as to make the sample of no value.

3. The limits of weight allowed are as follows:—

Books and Papers—To British Offices, 5 lbs.; to the Continent, &c., 4 lbs.

Patterns—To British Offices, 5 lbs. if without intrinsic value; to the Continent, &c., 8 oz.

Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of \$10, in certain cases provided:—

1. That the sender duly observed all the conditions of Registration required.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, the envelope being invariably forwarded with such application unless it also is lost.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Post administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handsomely bound books, &c., which reach their destination, although in a broken or deteriorated condition.

Postage to Union Countries.

General Rates, by any route:—

Letters, 10 cents per $\frac{1}{2}$ oz.

Post Cards, 3 cents each.

Registration, 10 cents.

Newspapers, 2 cents each.

Books, Patterns and Coran. Papers, 2 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

Postage to Non-Union Countries.

Australia, New Zealand, and Fiji, 5 lbs.

Canada, 6 lbs.

U.S. 10 lbs.

Brazil, 12 lbs.

Argentina, 15 lbs.

Chile, 18 lbs.

Peru, 20 lbs.

Ecuador, 25 lbs.

Colombia, 30 lbs.

Venezuela, 35 lbs.

Bolivia, 40 lbs.

Paraguay, 45 lbs.

Argentina, 50 lbs.

Uruguay, 55 lbs.

Brazil, 60 lbs.

Argentina, 65 lbs.

Uruguay, 70 lbs.

Brazil, 75 lbs.

Argentina, 80 lbs.

Uruguay, 85 lbs.

Brazil, 90 lbs.

Argentina, 95 lbs.

Uruguay, 100 lbs.

Brazil, 105 lbs.

Argentina, 110 lbs.

Uruguay, 115 lbs.

Brazil, 120 lbs.

Argentina, 125 lbs.

Uruguay, 130 lbs.

Brazil, 135 lbs.

Argentina, 140 lbs.

Uruguay, 145 lbs.

Brazil, 150 lbs.

Argentina, 155 lbs.

Uruguay, 160 lbs.

Brazil, 165 lbs.

Argentina, 170 lbs.

Uruguay, 175 lbs.

Brazil, 180 lbs.

Argentina, 185 lbs.

Uruguay, 190 lbs.

Brazil, 195 lbs.

Argentina, 200 lbs.

Uruguay, 205 lbs.

Brazil, 210 lbs.

Argentina, 215 lbs.

Uruguay, 220 lbs.

Brazil, 225 lbs.

Argentina, 230 lbs.

Uruguay, 235 lbs.

Brazil, 240 lbs.

Argentina, 245 lbs.

Uruguay, 250 lbs.

Brazil, 255 lbs.

Argentina, 260 lbs.

Uruguay, 265 lbs.

Brazil, 270 lbs.

Argentina, 275 lbs.

Uruguay, 280 lbs.

Brazil, 2